

THE WASATCH JUNCTION

NEWSLETTER OF THE GOLDEN SPIKE CHAPTER

Railway & Locomotive Historical Society

2019

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Next Two Meetings: April 20, To Be Determined May 18, To Be Determined

Meeting Notes for Feb. 23, 2019

Meeting was held in an historic 1913 business car #100 operating on the Heber Valley Railroad in Heber, Utah.

The Election Results were announced and members thanked for running and winners congratulated.

223 report:

The shop doors remain locked. We are trying to have some kind of activity on Saturdays to keep the group together. We are visiting shops, museums and other venues during the interim.

The sand blasted locomotive parts that were sent out to American Blasting & Restoration needed to be retrieved and put back in the shop. Special

permission was obtained from the museum management for a brief window of time to enter the shop and stow the parts.

The State and City are negotiating the ownership of the 223. This is proceeding at a glacial speed.

Steve is scheduled to have a meeting with Ogden's Mayor Caldwell concerning the situation.

Lee Witten brought up the matter of providing security at the Hostler Model Railroad Festival on March 8. Each year our chapter helps out by preventing the public from entering the museum for a 3 hour period prior to opening the doors for tickets.

The train was pulling in at the station so the meeting was ended.

Meeting Notes for March 16, 2019

Meeting was held in the board room of Steve Jones' business building at 10:00 a.m.

Two items of business was discussed.

Spotlight King Collection: We have obtained documentation regarding the transfer of ownership of the collection to the Golden Spike Chapter. The collection consists of a number of autographed celebrity photos collected by former Pullman and Union Pacific dining car waiter Spotlight King in the late 1940's through 1970's.

We are conducting a research project on this collection as an example of railroad history through Spotlight. The various components and writings concerning this research are being organized on a private page on our website and after review we will make it public.

Ongoing difficulties with Ogden City regarding our work on the 223: The Golden Spike Chapter and associated volunteers are still on lockout by the City of Ogden. Besides stopping our work on the 223, we are dealing with hosting the national R&LHS convention in Ogden during May 8 -11 during the 150th anniversary of the driving of the Golden Spike at Promontory Utah.

We had planned to have a BBQ dinner on the Union Station platform at our shop on May 10th and have the crews of the 844 and 4014 as our guests. But the Union Pacific has declared that portion of the Union Station building off limits while their occupied passenger train is on track one. We have appealed this to the City and UP but have not had a positive response as yet.

In the meantime we need to find another venue for the BBQ dinner. We have found a place which is in an historic building which was originally a parking garage for the original Bigelow Hotel on Ogden's 25th street from the 1920's. It has gone through various "lives" from a deserted building to housing restaurants, luxury car dealership and now is being heavily renovated as a large event center, artists studios and restaurant.

Steve Jones' landlord is the owner and designer of this building, now called the Monarch. Steve and Lee Witten were given a "hard hat" tour and were very impressed with the development. There is a question as to whether the facility will be completed by May 10th but the owner says it will be.

The city has presented us with a proposed licensing agreement that we are asked to sign in order to get back into the 223 shop and resuming work. We have a lot of objections to this agreement and have yet to sign it until we get advice as to our rights. The document is cumbersome and seems out of proportion to our historical presence at the Union Station and relationship to the city dating back to 1992.

CHAIRMAN'S MESSAGE

At the top of the news is the fact that Ogden City still has us locked out of the Trainman's building. Therefore, for several months there has been NO restoration work done on the 223.

We have received a proposed agreement from Ogden City but it is so unrealistic that it is going to take a lot of negotiation to end up with something that is workable. They seem to have forgotten that we have been delivering on the mission of acting as the conservator and restoring 223 for over 30 years! We are trying to remind them that we are a non-profit group of volunteers that meets a couple of hours each weekend to move the process forward.

We are moving forward with plans for Fundraising and messaging since a number of upcoming restoration activities require outside services to supplement our valuable volunteers. Shaun Nelson has been leading the effort to revamp our web site and has some good ideas for coordinating content with social media to come up with a way of making sure that we have a unified and consistent message across our web site, Facebook page, on the various railroad forums, etc. Please take the time to look at the fantastic results we are seeing at <http://save223.com> to see for yourself.

There were several new relationships under development that will expedite our efforts to work on the 223 running gear and boiler. We have no choice but to put those on hold until after the lockout is resolved. We hope that these organizations are still willing to work with us and donate the services that were planned to complete these major components of the restoration at

minimal cost. Watch our social media announcements in the coming months for details.

The new web site will contain a complete history of both the D&RGW 223 locomotive and a history of the R&LHS Golden Spike Chapter. Lee Witten is working with Maynard Morris to locate and scan issues of our newsletter that are still missing from the site. Please suggest anything additional that will add value to the site. With the lockout the web site has taken on a new role to document that we have been delivering on the mission to restore 223.

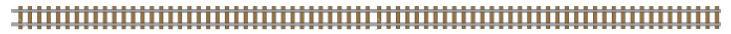
A short while ago one of the Union Station staff found that the Utah Division of State History has a large collection of artifacts relating to the 223 locomotive <https://heritage.utah.gov/apps/history/findaids/C01583/C1583.xml#a9>. A future project is to get with them to get digital copies of this information to further document the history of 223 and as backup information for our fundraising efforts.

Final planning activities are in high gear for the 150th anniversary of the driving of the golden spike. Lee Witten is our liaison with national and is working with the Spike150 planning groups and for the Golden Spike Chapter to host the annual members' meeting during this celebration May 8th through 12th. With the issues initiated by Ogden City we are considering an alternate location for our BBQ and it is unsure if we will be able to hold the traditional restoration shop open house. If we can't do this it will be a major financial hit to the project. Even with the problems that the Golden Spike Chapter is experiencing this is going to be a sellout event so please make sure to register early <http://www.rlhs.org/Meetings/Current/>.

Consistent with the R&LHS charter to research railroad history we are building a section of our web site that will be dedicated to researching the life of railroad waiter Spotlight King. He was an Ogden resident who had a lifelong hobby of collecting celebrity photographs. Each one is signed with a personalized message. This section of the web site is private while we are building it and including the information we have available. When it becomes public we will be asking anyone who has any knowledge about Spotlight to help us fill in the blanks.

Our mission of seeing the 223 restored to operation and being involved with all of the other restoration and railroad heritage activities here at Ogden Union Station takes both commitment and money. I ask each and every one of you to get involved with helping the Golden Spike Chapter move into the future.

Become active in the organization and help keep that whistle blowin'.



223 Crew Saturday Activity

In keeping with our effort to hold our work crew together while the work stoppage is in force, we have been getting together each Saturday and visiting events around Northern Utah that relate to railroading and railroad history.

One Saturday found several of our members visiting the University of Utah's Museum of Fine Arts for a photo and artifact exhibit of the building of the Transcontinental Railroad. The actual Gold Spike and 3 other spikes from that event were on display.



January 11th, Lee Secrist arranged a visit by our group to the Bountiful City Museum to see a model train layout depicting the old Bamberger Interurban line connecting the city of Bountiful with an amusement park called Lagoon.



The museum guys from left to right. "Stick" (Dick) Hill, Lee Secrist, Lynn Porter, Warren Johnson, Tom Tolman.



223 crew

Another Saturday we traveled to the town of Spanish Fork, Utah to visit a shop owned by Carey Trammel. He obtained most of the tools and large lathes, drills etc. from an old UP roundhouse which was being torn down. He built a new building on his property to house all this equipment. He has offered to help us with some of our 223 work we're not able to do such as turning the drive wheels on a lathe.



Saturday, January 26th we were invited by Mike Manwiller, Chief Mechanical Engineer at the Heber Valley Railroad, for a ride on the Heber Valley RR's new business car #100. This car was built in 1913 for the Chicago Rock Island & Pacific. Later sold to Western Pacific and the Rio Grande. It eventually went on display at the Forney Museum in Colorado. Heber Valley obtained the car in September of 2017. It's in beautiful condition.



After our ride we visited the HVRR shops and their new Pullman streamlined lounge car.



Steam locomotive #618 being rebuilt.

